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Rates of Transportation on the "Washington Branch" of the Baltimore and Ohio Railroad, January 28th, 1845.

THROUGH TRANSPORTATION.

Upon all commodities, not at specific rates, transported the entire distance, in either direction, between Baltimore and Washington, - - - - \$2.30 per ton of 2000 lbs.

SPECIFIC RATES.

Sugar, Molasses, Bacon and Liquor, in hhds and pipes,	
when in quantities, each	85 cents,
Liquor, &c. &c. in half pipes, when in quantities,	46 "
Sugar, Molasses, Oil and Liquors, in bbls. do	21 "
Coffee, when in lots of not less than ten bags,	10 "

INTERMEDIATE TRANSPORTATION.

Upon all commodities, not specifically classed, transported from intermediate points to either extremity of the road, or from one intermediate point to another, the rate is uniform at 4 cents per ton per mile, and 30 cents per ton charges "for receiving, weighing and delivering;" except the article of fire-wood, the charge upon which, "for receiving, weighing and delivering," is 12 cents per ton.

SPECIFIC RATES.

Tobacco, from Bladensburg to Baltimore,	- 64 cts. per hhd.
Wheat, do do do	- 4 cts. per bush.
Flour, do do do	- 12½ cts. per bar'l.
Granite, from Savage to Washington,	- 54 cts. per ton.
Granite, from Savage to Baltimore,	- 76 cts. per ton.
Plaster, from Baltimore to Bladensburg,	- \$1.05 cts. per ton.
Cumberland Coal from Relay to Washington,	56 cts. per ton.
Commodities to or from the Laurel, for account of the Patuxent Manufacturing Company.	\$1.03 cts. per ton.

PACKAGE RATES.

For the transportation of a single bale, box, or package, the entire distance, when it does not exceed 50 lbs. in weight, nor more than 2 cubic feet in dimensions, - - - 37½ cents.
When not exceeding 250 lbs. nor more than 10 cubic ft. 75 "

Office of Transportation, 4th Feb., 1845.

W. S. WOODSIDE, Sec'y.

[Document R.]

BY THE HOUSE OF DELEGATES,

February 7, 1845.

Read and ordered to be printed.

R E P O R T

OF THE

BALTIMORE AND SUSQUEHANNA RAIL ROAD CO.,

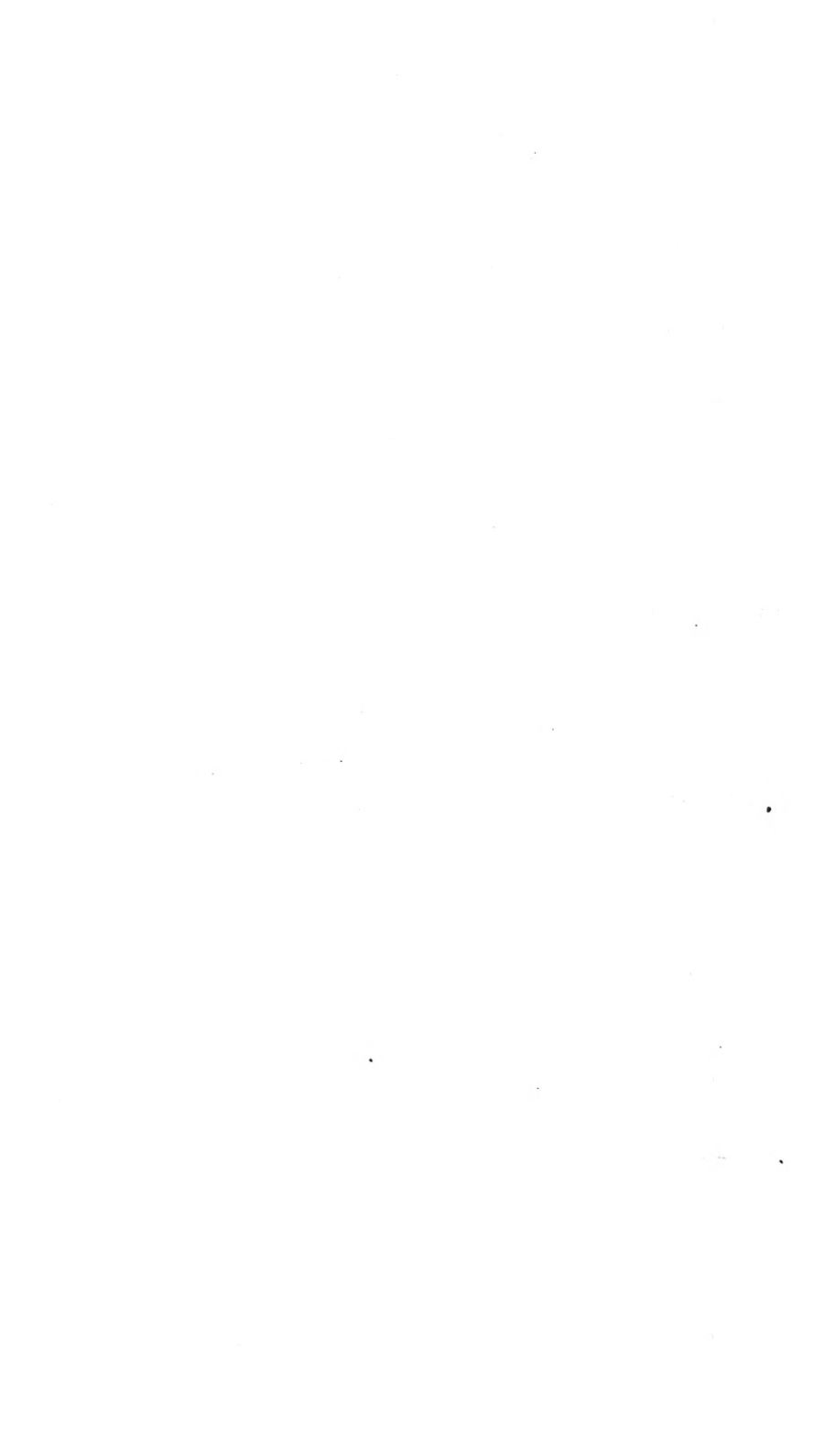
RELATIVE TO

, OFFICERS AND AGENTS OF SAID COMPANY,

AND ALSO

In Relation to the Rates of Charges for Toll. &c., &c.

In obedience to an order of the House of the 31st Jan.



R E P O R T .

HON. JNO. G. CHAPMAN,

Speaker House of Delegates, Md.

SIR.—I had the honor to receive from the Clerk of the Honorable, the House of Delegates, on the 4th instant, a copy of the following orders, adopted by the House on the 31st ultimo, viz:

“5th. And also ordered, That the President of each respective Canal or Rail Road company of this State, report to this House, without delay, the name and service of every officer or agent of said company, who has been in the employ of said Canal or Rail Road company since the 1st day of January, 1842, with the annual, daily, or other compensation that has been paid, agreed to be paid or demanded, to and by each of said officers or agents; also, what officers of said companies or other persons, travel on said Canals or Rail Roads free of charge.”

“6th. Ordered further, That the Presidents of the Baltimore and Ohio Rail Road company and of the Baltimore and Susquehanna Rail Road company, respectively, report to this House without delay, whether their rates of charges for tolls, travel, or freight, on said roads respectively, in both directions, have been uniform; what those rates and charges have been, whether they are rated and charged by weight, bulk, number, or otherwise, and whether those rates and charges are made in proportion to the actual distance or travel per mile, on said roads respectively.”

Having been instructed by the Board of Directors of the Baltimore and Susquehanna Rail Road company to furnish the information required from this company, I respectfully submit the accompanying statements, numbered 1, 2, and 3.

The statement No. 1, contains a list of the principal officers and agents who have been at any time in the employ of the company since the 1st January, 1842, with the salary or compensation paid to each. The terms “officers or agents” used in the order of the House, were not, it is supposed, intended to include all persons in the employ of the company in any capacity whatsoever, and accordingly the names are given of those only filling the most important and responsible situations. But for the information of the House, the statement gives also from the pay-rolls of the company the total number of persons employed on the 1st January and 1st

July in 1842, and each succeeding year, with the rate of monthly or daily compensation of each. This will shew the number employed at those seasons when the company is generally doing the greatest or the least amount of business respectively, and may probably be taken as shewing the fair average for the entire year.

The number of hands employed frequently varies, more journeymen mechanics for instance, and laborers being occasionally required, than are at other times necessary. To give, therefore, the name of every person that has been at any time employed within the last three years, would require much labor, and more delay than the House of Delegates would appear to have contemplated; but such a list shall be forwarded as speedily as possible, if it shall appear that we have mis-construed the order of the House, and that the statement now forwarded is not as full and particular as is desired.

No other rates of compensation have been "agreed to be paid" than those actually paid as above. Neither have any been "demanded," further than that applications for increase of pay have been made to the Board, and not acceded to, except in the instances *shewn by* the statements.

The statement No. 2. is a list of all persons who now travel in the cars of the company free of charge. This privilege is given to clergymen, on the express understanding that they are only to avail themselves of it when travelling in the actual discharge of clerical duties. There are several others of this class, and likewise proprietors of western transportation lines, to whom free tickets will be issued under the regulations of the Board, as application may be made for them.

The statement No. 3 shews the rates of charges made by the company for tolls, travel or freight.

For a proper understanding of the first and third statements, it is to be noticed, that the road of the Baltimore and Susquehanna Rail Road company extends only from Baltimore to the Maryland line. From that point the York and Maryland Line Rail Road extends to York, and from York to Wrightsville the road belongs to a third and distinct corporation—the Wrightsville, York and Gettysburg Rail Road company. The locomotives and cars of the Baltimore and Susquehanna Rail Road company pass regularly over the whole line of Rail Road to Wrightsville, by special agreements with the two Pennsylvania companies.

As the whole of the revenue of the York and Maryland Line Rail Road company is paid over to the Baltimore and Susquehanna company, the agreement between these two companies is, that the York and Maryland Line company shall be credited with one-third of the gross revenue received by the other company for transportation between Baltimore and York, and charged with one-third of the expenses of the transportation department for the same line of road.

On the Wrightsville Rail Road, between York and Wrightsville, the Baltimore and Susquehanna company pays tolls, according to

a fixed scale, on all of its locomotives and cars passing over the road, and on all passengers, produce and merchandize transported in said cars.

The Baltimore and Susquehanna company also receives and delivers goods at Columbia, their cars passing over the Columbia bridge. Though this is but little upwards of a mile in length, the bridge company charge under the laws of Pennsylvania, tolls for five miles of Rail Road, and the charges for freight are accordingly made for the same distance.

It will thus be seen by the statement No. 3., that the charges on the Baltimore and Susquehanna Rail Road proper, are strictly uniform, that road being less than fifty miles in length. For transportation for distances of upwards of fifty miles, including this road, and also the whole or parts of one or two of the roads in Pennsylvania, the charges are at a reduced rate per mile; but they are still so far uniform, that all persons under the same circumstances, can by the regulations of the company transport produce and merchandize at the same rates.

I have the honor to be, Sir,

Respectfully, your ob't servant,

CHARLES HOWARD, President.

Office Balt. & Susquehanna Rail Road Co., }

Baltimore, Feb. 6th. 1845. }

STATEMENT NO. 2.

Of the Report of the Baltimore and Susquehanna Rail Road Company to the House of Delegates of the 6th February, 1845.

List of persons who travel in the cars of the company free of charge:

The President, Directors and Officers of the company, and the members of their families.

Six Directors of the York and Maryland Line Rail Road company, who are not Directors of the Baltimore and Susquehanna Rail Road company, with the wives of such Directors and their children residing with them.

One Director of the Wrightsville, York and Gettysburg Rail Road company, not a Director in either of the above companies.

Edward Earle, Patentee for preserving timber.

M. B. Buckley, President Philadelphia, Wilmington and Baltimore Rail Road company.

J. I. Cohen, Jr., Vice President Philadelphia, Wilmington and Baltimore Rail Road company.

J. R. Trimble, Superintendent Philadelphia, Wilmington and Baltimore Rail Road company.

Louis McLane, President Baltimore and Ohio Rail Road company.

J. Mason Campbell, Counsel Baltimore and Susquehanna Rail Road company.

E. Chapin, Counsel Baltimore and Susquehanna Rail Road company, at York.

His Excellency Gov. Pratt, of Maryland.

Col. Wm. T. Wootton, Secretary of State of Maryland.

Dr. D. Claude, Treasurer of Maryland.

His Excellency Gov. Shunk, of Pennsylvania.

J. Miller, Esq., Secretary of State of Pennsylvania.

Col. Jacob G. Davies, Mayor of Baltimore.

E. F. Gay, Superintendent of Philadelphia and Columbia Rail Road.

James Iglehart, President Annapolis and Elk Ridge Rail Road company.

William Colder,

J. Peters,

J. L. Linton,

James Clarke,

Wm. B. Foster,

J. Hartshorne,

} Stage and Car Proprietors.

} Canal Commissioners of Pennsylvania.

Joseph Yeager, President Harrisburg and Lancaster Rail Road company.

John A. Hook, Pittsburg Transportation Line.

Right Rev. Bishop Whittingham, of Maryland.

Rev. Mr. Pendleton.

Rev. Mr. Boyer.

Rev. Mr. Hoffman.

Rev. Mr. Hammer.
 Rev. Mr. Williams.
 Rev. Mr. Doll.

ROBT. S. HOLLINS, Secretary.

Office Balt. & Susq. Rail Road Co., }
 Baltimore, Feb. 6th, 1845. }

STATEMENT NO. 3.

Of Report of the Baltimore and Susquehanna Rail Road company to the Honorable the House of Delegates of Md., of the 6th February, 1845.

Rates of charge of the Baltimore and Susquehanna Rail Road company for Transportation, and for Toll and Motive Power.

GENERAL RATES.

1. On Passengers—

Fare for transportation in cars of the company, between Baltimore and York, viz: On the Baltimore and Susquehanna and the York and Maryland Line Rail Roads— $3\frac{1}{2}$ cents each per mile.

Between York and Wrightsville, viz: On the Wrightsville, York and Gettysburg Rail Road, $4\frac{1}{5}$ cents each per mile. Between Wrightsville and Columbia, viz: on the track laid by the State of Pennsylvania over the Columbia Bridge, $12\frac{1}{2}$ cents each.

2. On Produce and Merchandize—

Charge for transportation in cars of the company.

For each ton of 2,000 lbs. carried not less than 70 miles—3 cents per mile.

For each ton of 2,000 lbs. carried less than 70, and not less than 50 miles— $3\frac{1}{2}$ cents per mile.

For each ton of 2,000 lbs. carried less than 50 miles—4 cents per mile.

Charge for Toll and Motive Power on produce and merchandize in cars not belonging to the company, and on said cars.

For each ton of 2,000 lbs. carried not less than 70 miles—2 cts. per mile.

For each ton of 2,000 lbs. carried less than 70 and not less than 50 miles— $2\frac{1}{5}$ cents per mile.

For each ton of 2,000 lbs. carried less than 50 miles— $2\frac{2}{5}$ cts. per mile.

For each four wheeled car taken not less than 70 miles— $0\frac{1}{5}$ cents per mile.

For each four wheeled car taken less than 70 and not less than 50 miles— $0\frac{2}{5}$ cts. per mile.

For each four wheeled car taken less than 50 miles—1 cent per mile.

3. ON LIVE STOCK.

Charge for Transportation in Cars of company.

	Hogs and Calves.	Sheep.	Cattle.	Horses.
When carried not less than 50 miles, per head per mile, - - -	$6\frac{6}{10}$ mills.	$4\frac{4}{10}$ mills.	$3\frac{1}{2}$ cents.	$5\frac{3}{10}$ cents.
When carried less than 50 miles, per head per mile	8 "	5 "	4 "	6 "

Charge for Toll and Motive Power on Live Stock in cars not belonging to the company.

	Hogs and Calves.	Sheep.	Cattle.	Horses.
When carried not less than 50 miles, per head per mile, - - -	4 mills.	3 mills.	2 cents.	$3\frac{1}{2}$ cents.
When carried less than 50 miles, per head per mile	5 "	4 "	3 "	4 "

Charges on cars, the same as those loaded with Produce and Merchandise according to distance.

The foregoing are the regular rates of charge per mile. The entire charges between the principal points on the road are made as nearly to correspond with them as can be done, to give even sums of money; being sometimes one or two cents more or less than the exact charge per mile would amount to. Between Columbia, Wrightsville, York and Baltimore, the entire charges are those shewn by the following table, viz:

Transportation in cars of Baltimore and Sus-Toll and Motive Power on cars of other parties.
 quahanna Rail Road company.

Passengers.	Live Stock.				Live Stock.				Cats.		
	Produce & Merch: dize generally.	Hogs and Calves.	Sheep.	Cattle.	Horses.	Produce & Merch: dize generally.	Hogs and Calves.	Sheep.		Cattle.	Horses.
Each.	Per 2,000 lbs	Each.	Each.	Each.	Each.	Per 2,000 lbs	Each.	Each.	Each.	Each.	Each.
2.62½	2.25	0.50	0.33	2.62½	4.00	*					
2.50	2.10	0.46	0.31	2.15	3.70	1.40	0.28	0.21	1.40	2.10	0.56
2.00	2.00	0.37½	0.25	2.00	3.00	1.36	0.23	0.17	1.4½	1.70	0.50
0.62½	0.70	0.14	0.09	0.70	1.05						
0.50	0.50	0.10	0.06½	0.50	75	0.36	0.06½	0.05	0.25	0.4½	0.12½

Baltimore, to and from,
 Columbia, (75 miles)
 Wrightsville, (70 miles)
 York, (57 miles)

York, to and from,
 Columbia, (17¹/₂ miles)
 Wrightsville, (12¹/₂ miles)

* The company is not under any obligation to take cars of other parties beyond Wrightsville, and the toll and motive power charges are made out for that distance only. Transient cars are occasionally taken over the Columbia Bridge by the company for which the charge made is,

For each four-wheeled car empty 12¹/₂ cents.

For each do. do. with any loading 30 cents.

The above are the general rates of charge on all articles, except those enumerated below, which are transported at other rates, viz :

4. Parties of passengers going to any point on the Road on special occasions, are frequently taken at reduced rates ; the usual charge being for the round trip, (i. e. going and returning) the price for a ticket between the same points in one direction only.

5. Emigrant passengers for Pittsburg, are taken, with the burthen trains, or the baggage cars, for \$1 each from Baltimore to Wrightsville.

6. The United States Mail is transported six times a week between Baltimore and Columbia, by special contract, for \$7,000 per annum.

7. Coal is brought from Wrightsville to Baltimore, for \$1.20 per ton of 2,000 lbs.;—loading and unloading to be done by the owner or consignee. To any party bringing not less than 3,000 tons, within one year from 1st April last, a drawback will be allowed, reducing the charge to \$1 per ton. A proportional reduction is made in the charge for toll and motive power on coal from Wrightsville, with the same benefit of drawback. Reductions have also been made in the charges on coal to and from other points on the road.

8. Lumber is transported from Wrightsville to Baltimore, in the cars of the company at \$1 per ton of 2,000 lbs.

9. On Lime the charges for transportation in company's cars are the same as on produce and merchandize generally. The toll and motive power charges are $2\frac{1}{2}$ cents per ton of 2,000 lbs. per mile, no charge being made on the car, either when loaded with lime or making the return trip empty.

10. Limestone and Ores pay for transportation in cars of company 3 cents per ton of 2,000 lbs. per mile. For toll and motive power in other cars 2 cents per ton per mile, including charge on car loaded or returning empty.

11. Wood pays in cars of the company 5 cents per load per mile for oak, and 6 cents per cord per mile for hickory. For toll and motive power 4 and 5 cents per cord per mile for oak and hickory respectively, including charge on car, loaded or returning empty.

12. Charges different from those prescribed in the general rates are made also on "Fresh Fish"—"Gunpowder"—"Plaster"—"Salt"—"Specie" and "Sleepers."

Charges for cars brought with Horse Power, on the street tracks in the city of Baltimore.

13. For each four wheeled car, hauled 1 mile or less the company charges 20 cents, and for upwards of 1 mile 40 cents.

ROBT. S. HOLLINS, Secretary.

Office Baltimore and Susquehanna Rail Road Co. }

Baltimore, February 6, 1845. }

OF THE BALTIMORE AND SUSQUEHANNA RAIL ROAD COMPANY, TO THE HOUSE OF DELEGATES OF MARYLAND

LIST OF THE OFFICERS AND AGENTS of the Baltimore and Susquehanna, and of the York and Maryland Line Rail Road Companies, with the Salary or Rate of Annual Compensation of each, since the first of Jan., 1842

NAMES		OFFICE	SALARIES OR RATE OF ANNUAL COMPENSATION				
Charles Howard,	President,	From April 1st, 1812,	\$2,000			Since that date,	\$1,500
Robert S. Collins,	Secretary,	do do	1,500			do do	500
James Ramsey,	Office Clerk,	do do	500	From that date to April 1811,	\$450	From April 1811,	1,250
Dr. C. H. Brady,	Superintendent,	do do	1,500			Since that date,	1,350
John A. Millhouse,	Machinist,	do do	1,000	From that date to May 1841,	900	From May 1, 1841,	1,100
Robert Bruce,	Agent at York,	do do	1,000			Since that date,	900
W. P. Corbitt,	Agent at Columbia,	do do	480			From April 1, 1811,	500
Wm. P. Ponder,	Forwarding Clerk,	do do	700			Since that date,	620
James McGarry,	Transportation Clerk,	From January 1st, 1812,					700
George S. Peasey,	Freighting Clerk,	do do					600
William H. Savage,	Machinist & Clerk,	do do					400
Grass, Minick,	Clerk at York,	From April 1st, 1812,	200	Discharged April 1, 1812,			
F. E. Felt,	do do	do do	250	From that date to April 1811,	400	From April 1, 1811	300
Richard Jones,	Superintendent of Road,	From January 1st, 1812,	600	Discharged September 20, 1812			600
Thomas W. Allen,	do do	do do					100
A. P. Wachner,	do do	From date of his employment, O. C. 1, 1815,					100
John H. Smith,	Freighting Conductor,	From January 1, 1812,					100
Edward Parsons,	Collector,	do do					100

TOTAL NUMBER OF PERSONS, exclusive of the crew, on the *captain* of the Baltimore and Annapolis, and the Fox and Maryland Iron Rail Road Companies, on the 1st of January, and 1st of July of the years 1842, 1843, 1844, and on the 1st January, 1845.

STATION	1812												1813												1814												1815											
	January						July						January						July						January						July						January						July					
	Pay		Days	Pay		Days	Pay		Days	Pay		Days	Pay		Days	Pay		Days	Pay		Days	Pay		Days	Pay		Days	Pay		Days	Pay		Days															
	Number	Month		Number	Month		Number	Month		Number	Month		Number	Month		Number	Month		Number	Month		Number	Month		Number	Month		Number	Month		Number	Month		Number	Month	Number	Month	Number	Month	Number	Month							
	1812	1813		1814	1815		1812	1813		1814	1815		1812	1813		1814	1815		1812	1813		1814	1815		1812	1813		1814	1815		1812	1813		1814	1815	1812	1813	1814	1815	1812	1813	1814	1815					
Engineers	6	2 00	6	2 00	6	2 00	6	2 00	6	2 00	6	2 00	6	2 00	6	2 00	6	2 00	6	2 00	6	2 00	6	2 00	6	2 00	6	2 00	6	2 00	6	2 00																
Firemen	1	1 25	6	3 00	1	1 25	6	3 00	1	1 25	6	3 00	1	1 25	6	3 00	1	1 25	6	3 00	1	1 25	6	3 00	1	1 25	6	3 00	1	1 25	6	3 00																
Boatmen	11	20 00	1	20 00	11	20 00	1	20 00	11	20 00	1	20 00	11	20 00	1	20 00	11	20 00	1	20 00	11	20 00	1	20 00	11	20 00	1	20 00	11	20 00	1	20 00																
Blacksmiths	1	20 00	1	20 00	1	20 00	1	20 00	1	20 00	1	20 00	1	20 00	1	20 00	1	20 00	1	20 00	1	20 00	1	20 00	1	20 00	1	20 00	1	20 00	1	20 00																
Blacksmiths	1	25 00	1	25 00	1	25 00	1	25 00	1	25 00	1	25 00	1	25 00	1	25 00	1	25 00	1	25 00	1	25 00	1	25 00	1	25 00	1	25 00	1	25 00	1	25 00																
Carpenters	2	15 00	1	15 00	2	15 00	1	15 00	2	15 00	1	15 00	2	15 00	1	15 00	2	15 00	1	15 00	2	15 00	1	15 00	2	15 00	1	15 00	2	15 00	1	15 00																
Coopers	1	30 00	1	30 00	1	30 00	1	30 00	1	30 00	1	30 00	1	30 00	1	30 00	1	30 00	1	30 00	1	30 00	1	30 00	1	30 00	1	30 00	1	30 00	1	30 00																
Dyers	1	20 00	1	20 00	1	20 00	1	20 00	1	20 00	1	20 00	1	20 00	1	20 00	1	20 00	1	20 00	1	20 00	1	20 00	1	20 00	1	20 00	1	20 00	1	20 00																
Farriers	1	25 00	1	25 00	1	25 00	1	25 00	1	25 00	1	25 00	1	25 00	1	25 00	1	25 00	1	25 00	1	25 00	1	25 00	1	25 00	1	25 00	1	25 00	1	25 00																
Smiths	1	30 00	1	30 00	1	30 00	1	30 00	1	30 00	1	30 00	1	30 00	1	30 00	1	30 00	1	30 00	1	30 00	1	30 00	1	30 00	1	30 00	1	30 00	1	30 00																
Wagoners	3	1 00	2	1 00	3	1 00	2	1 00	3	1 00	2	1 00	3	1 00	2	1 00	3	1 00	2	1 00	3	1 00	2	1 00	3	1 00	2	1 00	3	1 00	2	1 00																
Wagoners	1	25 00	1	25 00	1	25 00	1	25 00	1	25 00	1	25 00	1	25 00	1	25 00	1	25 00	1	25 00	1	25 00	1	25 00	1	25 00	1	25 00	1	25 00	1	25 00																
Attendants at Water Station	6	30 00	2	25 00	6	25 00	3	25 00	6	25 00	3	25 00	6	25 00	3	25 00	6	25 00	3	25 00	6	25 00	3	25 00	6	25 00	3	25 00	6	25 00	3	25 00																
do do do	1	25 00	1	30 00	1	30 00	75	1	30 00	0 75	1	30 00	0 75	1	30 00	0 75	1	30 00	0 75	1	30 00	0 75	1	30 00	0 75	1	30 00	0 75	1	30 00	0 75	1	30 00															
do do do	1	60 00	1	50 00	1	50 00	1	50 00	1	50 00	1	50 00	1	50 00	1	50 00	1	50 00	1	50 00	1	50 00	1	50 00	1	50 00	1	50 00	1	50 00	1	50 00																
Blacksmiths	1	1 00	1	1 00	1	1 00	1	1 00	1	1 00	1	1 00	1	1 00	1	1 00	1	1 00	1	1 00	1	1 00	1	1 00	1	1 00	1	1 00	1	1 00	1	1 00																
Blacksmiths	1	1 50	2	1 50	2	1 50	2	1 50	2	1 50	2	1 50	2	1 50	2	1 50	2	1 50	2	1 50	2	1 50	2	1 50	2	1 50	2	1 50	2	1 50	2	1 50																
Blacksmiths	1	1 25	1	1 25	1	1 25	1	1 25	1	1 25	1	1 25	1	1 25	1	1 25	1	1 25	1	1 25	1	1 25	1	1 25	1	1 25	1	1 25	1	1 25	1	1 25																
Blacksmiths	1	1 12	1	1 12	1	1 12	1	1 12	1	1 12	1	1 12	1	1 12	1	1 12	1	1 12	1	1 12	1	1 12	1	1 12	1	1 12	1	1 12	1	1 12	1	1 12																
Blacksmiths	3	1 35	1	1 35	3	1 35	1	1 35	3	1 35	1	1 35	3	1 35	1	1 35	3	1 35	1	1 35	3	1 35	1	1 35	3	1 35	1	1 35	3	1 35	1	1 35																
Blacksmiths	1	0 50	3	0 50	3	0 50	3	0 50	3	0 50	3	0 50	3	0 50	3	0 50	3	0 50	3	0 50	3	0 50	3	0 50	3	0 50	3	0 50	3	0 50	3	0 50																
Blacksmiths	1	1 45	1	1 45	1	1 45	1	1 45	1	1 45	1	1 45	1	1 45	1	1 45	1	1 45	1	1 45	1	1 45	1	1 45	1	1 45	1	1 45	1	1 45	1	1 45																
Boiler Makers	1	2 00	1	2 00	1	2 00	1	2 00	1	2 00	1	2 00	1	2 00	1	2 00	1	2 00	1	2 00	1	2 00	1	2 00	1	2 00	1	2 00	1	2 00	1	2 00																
Painters	1	37 50	1	32 50	1	32 50	1	32 50	1	32 50	1	32 50	1	32 50	1	32 50	1	32 50	1	32 50	1	32 50	1	32 50	1	32 50	1	32 50	1	32 50	1	32 50																
Painters	1	1 00	1	1 45	1	1 45	1	1 45	1	1 45	1	1 45	1	1 45	1	1 45	1	1 45	1	1 45	1	1 45	1	1 45	1	1 45	1	1 45	1	1 45	1	1 45																
Blacksmiths	1	2 00	1	1 25	1	1 25	1	1 25	1	1 25	1	1 25	1	1 25	1	1 25	1	1 25	1	1 25	1	1 25	1	1 25	1	1 25	1	1 25	1	1 25	1																	

[Document S.]

BY THE HOUSE OF DELEGATES,
February 10, 1845.

Read and ordered to be printed.

R E P O R T

OF THE

SELECT COMMITTEE,

APPOINTED

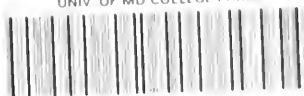
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